

REMARKS

Claims 1, 3, 7 and 9-18 have been amended. Claims 1- 18 remain in the application.

Claim 1 has been amended in order to integrate the technical features of previously on file claim 3, the latter relating to the extension of the arrangement “outside” of the pivoting case.

In the specification, the term “pinions” has been changed to “gears”. Attached pages show all of these changes made, and a set of pages include the changes, but without markings.

In the specification, on page 5, line 5, “is supported by” now reads --wherein said upper casing cooperates with--. This change is also shown in the attached page 5, and on a separate page 5, the change is made, but without markings.

According to the prior art (as mentioned in the introductory part of the application’s specification), in a convertible aircraft’s pivoting power transmission unit, a part of the axial traction loads applied to the drive shaft are transferred to the support, i.e. to the rolling bearing referenced by 27 in the application’s specification.

From this bearing, these loads are then transferred to the upper carter.

From this upper carter, these loads are then transferred to the lower carter via the fastening portion referred to under 18, 19 & 20 in the application’s specification.

Finally, these loads are transferred to the tilting bearings.

Consequently, in such a prior art’s convertible aircraft’s pivoting power transmission unit, the upper carter already cooperates with a transferring arrangement, towards the support, of an axially oriented load. This arrangement is embodying among others as the lower carter : see e.g. in US6467724 to KUENKLER and in US6260793 to BALAYN.

In view of the amendments and submissions made, it is believed that claims 1-18 are now in condition for allowance and a notice to that effect is earnestly solicited.

Respectfully submitted,

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